

COUNCIL
AGENDA

FEB 27, 1985

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A
SPECIAL COUNCIL MEETING
WEDNESDAY, FEBRUARY 27, 1985, 10:00 AM

1. UNFINISHED BUSINESS

UB-1 SHELL CANADA CREDIT POINTS

J.05.82020
T-81008

General Committee at its meeting held on February 20, 1985 deferred consideration of the matter of the Shell Canada Credit Points to this special meeting of Council as follows:

That the following recommendations made by Councillor S. Mahoney at the General Committee meeting on February 20, 1985, be deferred to a Special Council meeting to be held on Wednesday, February 27, 1985, at 10:00 a.m., with respect to the Shell Canada Credit Points Village development and that the City Manager and Commissioner of Engineering and Works prepare a report on the financial impact of this development for consideration at that meeting (lands located south of Eglinton Avenue West/west of the Credit River, east of the Canadian Pacific Railway):

- (a) that Shell Canada (Credit Points) not be required to install that portion of the storm sewer from the C.P. rail line to the cul-de-sac on the south-west boundary of its development;
- (b) that a residential reserve be placed on the lot which may or may not be required to provide access to the Zaichuk lands to the south of this development.

The City Manager advises that the abovementioned report will be handed out at the meeting.

2. ADJOURNMENT



City of Mississauga

UB-1

To Mayor and Members From E. M. Halliday
Dept. of Council Dept. City Manager

FEB 27 1985

C.A. DATE 1985 February 19, 1985

FEB 20 1985

ORIGIN	Shell Canada Credit Points																						
COMMENTS	<p>The Shell lands are unusual in that a high percentage of the development is gratuitous dedication of lands (greenbelt 24.76 acres); a 5% park dedication for neighbourhood parks; a trail system, plus cash in lieu as follows:-</p>																						
<table border="0"> <tr> <td>RECEIVED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DISTR NO</td> <td>1487</td> <td></td> <td></td> </tr> <tr> <td>DATE</td> <td>FEB 19 1985</td> <td></td> <td></td> </tr> <tr> <td>FILE NO</td> <td>05-82020</td> <td></td> <td></td> </tr> <tr> <td colspan="4">CLERK'S DEPARTMENT</td> </tr> </table>				RECEIVED				DISTR NO	1487			DATE	FEB 19 1985			FILE NO	05-82020			CLERK'S DEPARTMENT			
RECEIVED																							
DISTR NO	1487																						
DATE	FEB 19 1985																						
FILE NO	05-82020																						
CLERK'S DEPARTMENT																							
	Neighbourhood	-	4.15 acres																				
	Park trails	-	2.67 acres gratuitous																				
	Green belt	-	24.76 acres gratuitous																				
	Park requirements 5%	-	6.28 acres																				
	Park dedication	-	<u>4.15 acres</u>																				
	Shortfall	-	<u>2.13 acres</u> (taken in cash in lieu)																				

In addition to the forgoing Eglinton Avenue re-alignment southerly took more lands. There are two conditions in the consolidated report that warrant some review.

- a) An oversized storm sewer (8½ feet in diameter) outside the plan running down the southerly boundary of the subject plan from the C.P. rail line to the Credit River.

The development does not require all this footage to proceed and only requires that the sewer start less than half way along the proposed route at the culdesac in the south west corner of the plan.

If Council agrees that this portion of the sewer does not have to be built at this time; future development to the east and south would be required to install it at their cost. Engineering have some concerns that because of the size and depth of the sewer it could cause problems if it is not built now, because of the adjacent new proposed houses.

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Mayor and Members
of Council

E. M. Halliday

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UB-1-a

- b) The second condition in the consolidated report refers to the developer to pay for 100% of the cost to install wig-wags at the C.P. rail line and the lane that provides Mr. Zaichuk access to his property south of the Shell plan. The best solution to the situation is to close the access at the rail line and have Shell provide access for Mr. Zaichuck through their lands.

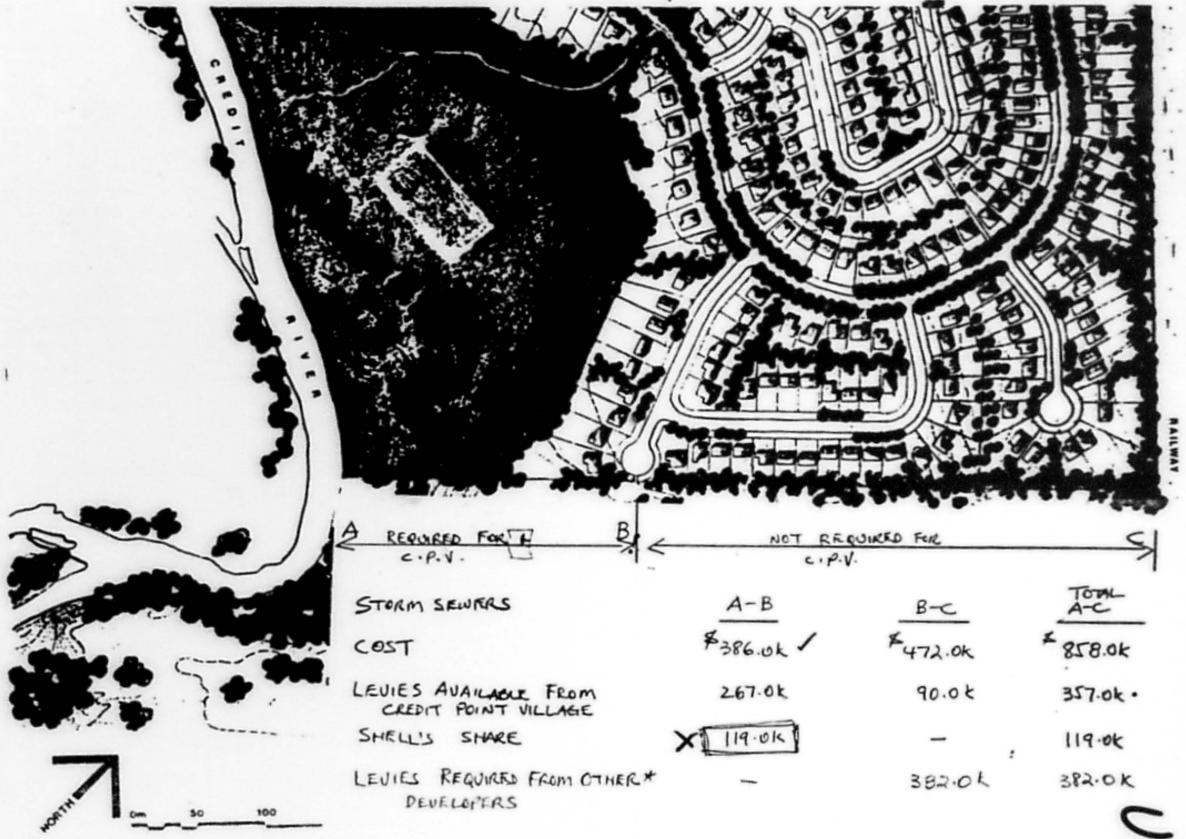
RECOMMENDATIONS:

- 1) That Shell Canada (Credit Points) not be required to install that portion of the storm sewer from the C.P. rail line to the culdesac on their south westerly boundary.
- 2) That Shell Canada provide a 25% letter of credit towards the possible future installation of the wig-wags at the C.P. rail line.
- 3) That further negotiations between Shell and Mr. Zaichuck take place in an attempt to have Mr. Zaichuck access through Shell and close McConnell Road at the C.P. line.

E. M. Halliday

E. M. Halliday
City Manager

EMH/cm



* LEVIES AVAILABLE FROM EAST CREDIT NEIGHBOURHOOD 2 = \$1,400K

HOUSING DENSITY C.P.V = 3.9 UNITS PER ACRE
E.C.NEIGH. 2 7.7 ✓ ✓ ✓



City of Mississauga

MEMORANDUM

Files: 16 111 84205
11 141 00010

UB-1

To Mayor and Members of Council
Dept.

Mr. William P. Taylor, Commissioner
From Engineering and Works --
Mr. E. M. Halliday, City Manager
Dept. Manager's Office

EA DATE FEB 27 1985

February 26, 1985

SUBJECT: Shell Canada - Credit Points Subdivision,
East Credit - T-81008

ORIGIN: Engineering and Works Department and City Manager

COMMENTS: General Committee, at its meeting on February 20, 1985, deferred consideration of the matter of Shell Canada - Credit Points Subdivision to a special Council meeting on February 27, 1985, and the City Manager and Commissioner of Engineering and Works were requested to prepare a report on the financial impact of this development.

The issue at hand was the construction of a large storm sewer to be constructed along McConnell Road between the Credit River and the C.P.R. which drains the Shell lands together with external lands to the east. The total estimated cost of this sewer from the Credit River to the C.P.R. including drop structure and engineering is estimated to be \$879,690.00. The Developer requires a 1,200 mm storm sewer between Wellsborough Place and the Credit River to service his own site. This is estimated to be in the order of \$200,000.00. The oversize sewer between the Credit River and Wellsborough Place is 2,700 mm, (approximately 8½ ft. diameter), the estimated cost of which is \$356,400.00. When the Developer constructs this section of sewer (2,700 mm, approx. 8½ ft. dia.) he would be entitled to an oversizing credit in the amount of \$156,400.00. The sewer to the east between Wellsborough Place and Lot 106 is extremely deep and should be constructed at this time due to its proximity to the lots and for economic reasons. This sewer would be much more expensive if constructed at a later date after occupancy because of restricted right-of-way. The estimated cost of this section is \$240,000.00. On the assumption that a full credit is given for the major watercourse improvement levy on this plan of subdivision the Developer would be required to build approximately \$547,000.00 worth of storm sewer which is made up of \$200,000.00 of his own sewer plus \$347,000.00 worth of oversizing which is a credit on levies. We would,

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Mayor and Members of Council
February 26, 1985
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Subject: Shell Canada

COMMENTS - cont'd. therefore, suggest that the Engineering Agreement for this plan of subdivision require the Developer to construct the ultimate storm sewer including drop structure and channel from the Credit River to Lot 106 (estimated total cost \$596,400.00) as depicted on the attached plan and that the major watercourse improvement levy for this plan of subdivision be waived. Further, that an appropriate clause be included in the Financial Agreement advising the Owners of the lots adjacent to the McConnell Road road allowance of the City's intent to extend the sewer at a later date adjacent to their lots.

RECOMMENDATIONS:

1. That the Developer for Draft Plan T-81008 be required to construct the ultimate storm sewer on McConnell Road from the Credit River to the lot line between Lot 105 and Lot 106 as depicted on the attached plan and that these works be secured in the normal manner in the Engineering Agreement.
2. That the major watercourse improvement levies for this plan of subdivision - T-81008 be waived and that this condition be reflected in the proposed Financial Agreement.
3. That an appropriate clause be included in the Financial Agreement to advise the respective Owners of the lots abutting McConnell Road of the City's intention to extend the storm sewer at some future date.

[Signature]
Attach.

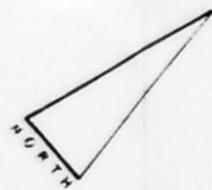
E.M. Halliday
E. M. Halliday,
City Manager

W.P. Donald
William P. Taylor, P. Eng.
Commissioner,
Engineering and Works.

NOTES

GENERAL

- ALL EXISTING SERVICE LOCATIONS SHOWN ARE APPROXIMATE AND MUST BE LOCATED ACCURATELY IN THE FIELD.



STORM AND SANITARY SEWERS

- ALL SEWERS AND CONNECTIONS TO HAVE STANDARD TYPE 'B' BEDDING AS PER CITY OF MISSISSAUGA STD. 2-1-31, UNLESS SHOWN OTHERWISE.
- SEWER CONNECTIONS IN COMMON TRENCH TO CITY OF MISSISSAUGA STD. 2-9-2.
- THE CONTRACTOR SHALL SUPPLY AT HIS EXPENSE ANY ADDITIONAL BEDDING AND/OR STRONGER PIPE WHERE THE ACTUAL TRENCH WIDTH AT THE TOP OF THE PIPE EXCEEDS THE WIDTH SPECIFIED RESULTING IN OVERLOADING OF THE PIPE AND/OR REDUCTION OF THE BEDDING FACTOR.
- LOCATION OF SERVICES TO CITY OF MISSISSAUGA STD. 2-8-3 OR 2-8-1.
- WHERE BELL AND HYDRO CABLES ARE TO BE INSTALLED ALONG SIDE LOT LINES, SEWER CONNECTIONS SHOWN AT THE RESPECTIVE LOT LINES IN THIS SET OF DRAWINGS MUST BE REPLACED BY SINGLES LOCATED AT E LOT AS SHOWN ON CITY OF MISSISSAUGA STD. DWG. 2-8-1.

WATERMAINS

- THE MINIMUM LATERAL DISTANCE BETWEEN WATER SERVICES AND OTHER UNDERGROUND UTILITIES SHALL BE 1500 mm.

ROADS

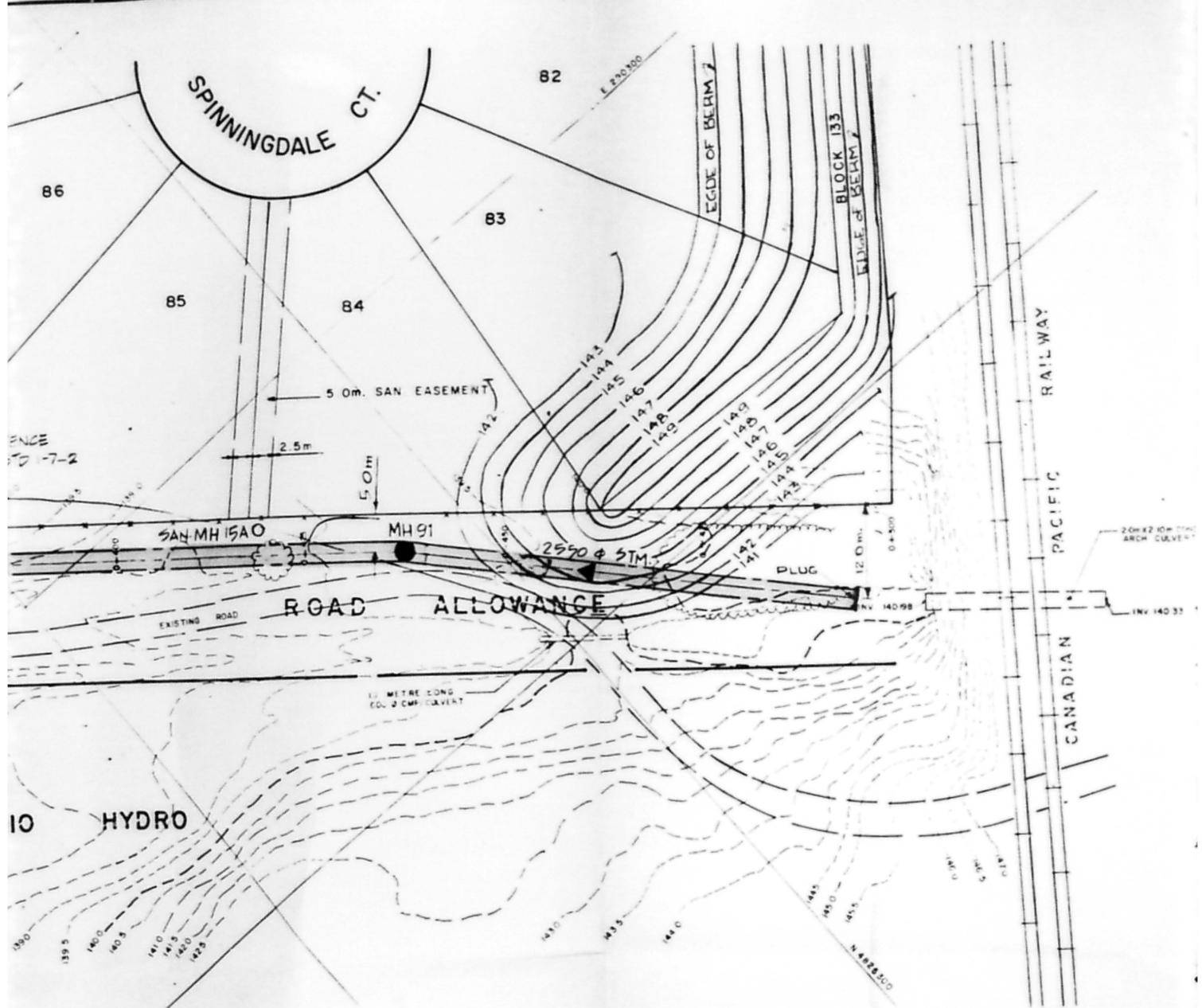
- TWO STAGE CURB AND GUTTER AS PER CITY OF MISSISSAUGA STD. DWG. I-5-6.

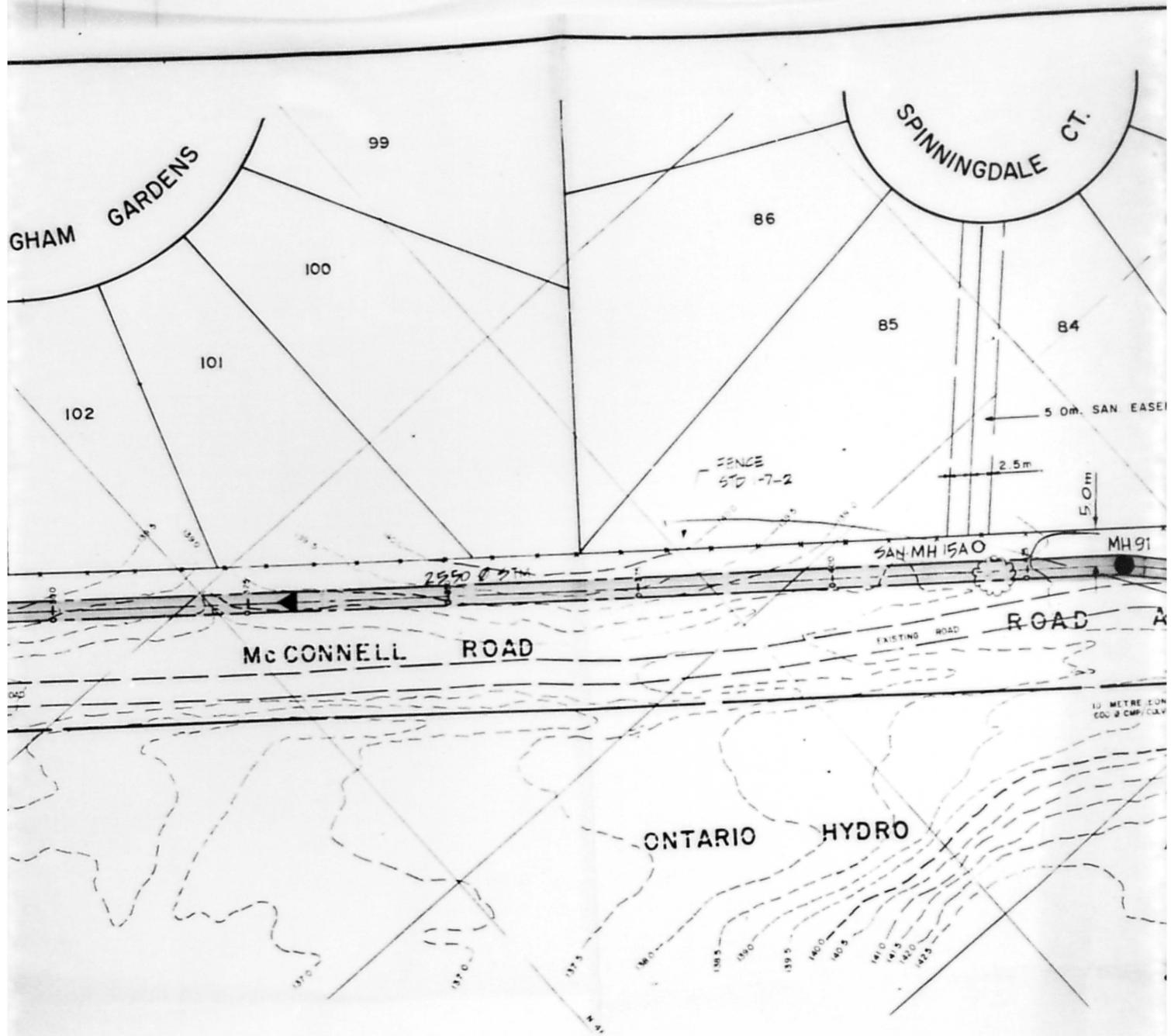
RAILWAY

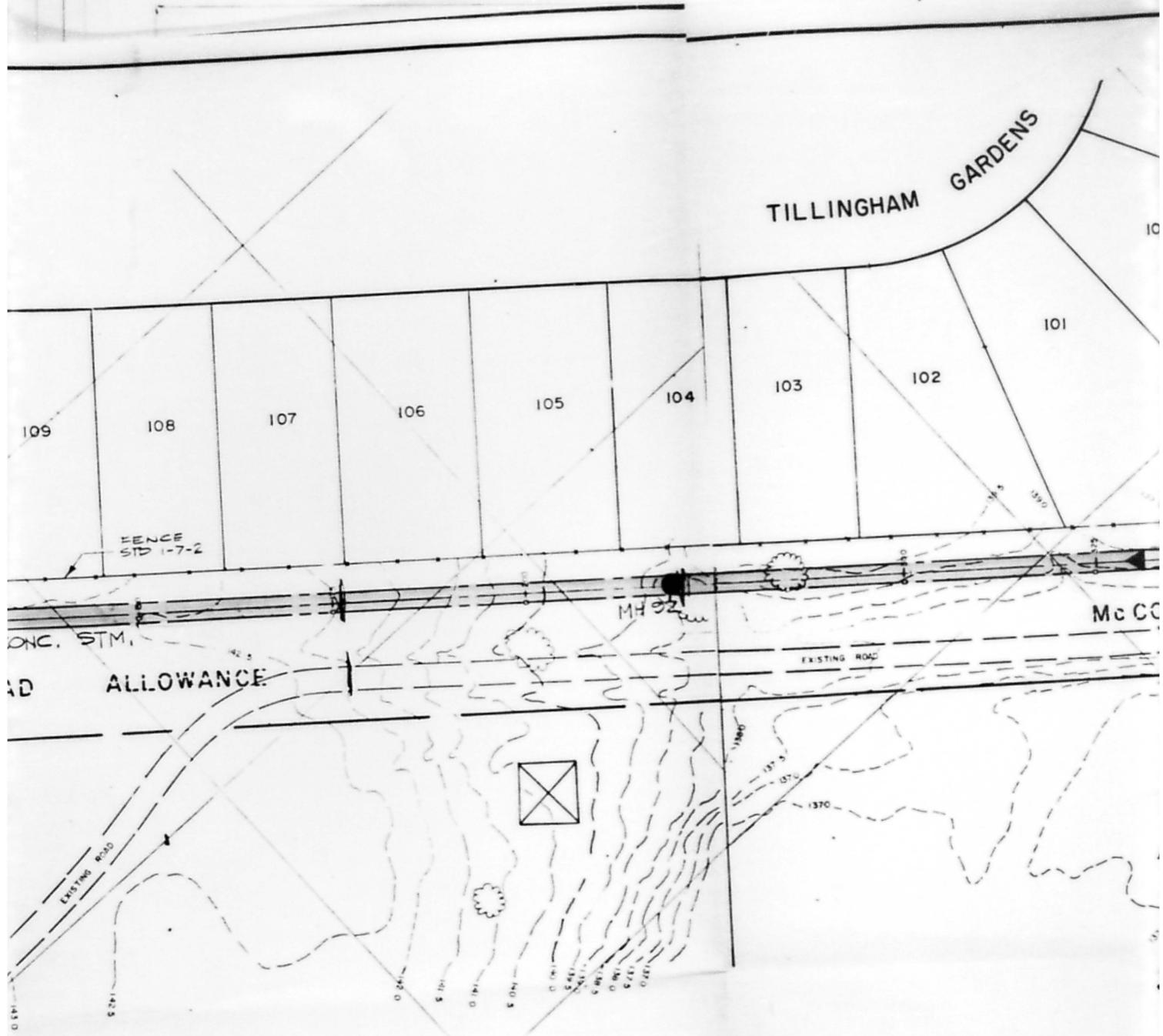
PACIFIC

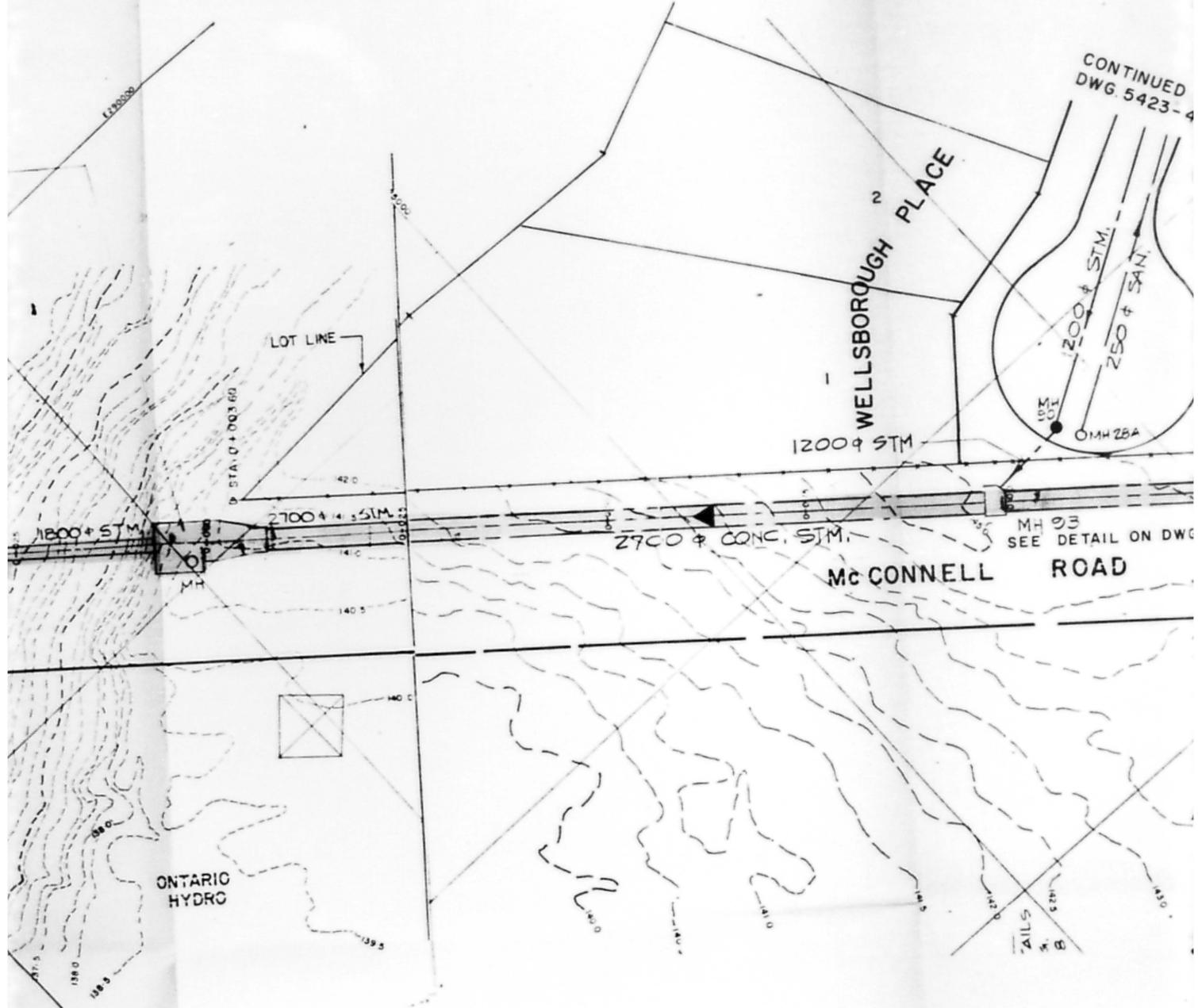
CANADIAN

20m x 2.10m CONC
ARCH CULVERT
INV. 140-35









CREDIT RIVER

FLOW

